

02/28/00
U.S. PTO

CASE DOCKET NO. 1564

1564
02/28/00
U.S. PTO

THE COMMISSIONER OF PATENTS
Washington, D.C. 20231

TRANSMITTED HEREWITH FOR FILING IS THE PATENT APPLICATION OF
INVENTOR: Frank Bienville
FOR: Emergency Battery Charging System

ENCLOSED ARE:



5 SHEETS OF DRAWINGS.



VERIFIED STATEMENT CLAIMING SMALL ENTITY STATUS.



AN ASSIGNMENT OF THE INVENTION TO _____.



A CERTIFIED COPY OF A _____ APPLICATION.



ASSOCIATE POWER OF ATTORNEY.

CLAIM AS FILED				
FOR	# FILED	# EXTRA	RATE	BASIC FEE \$345.00
TOTAL CLAIMS	15-20		x \$ 9.00	\$
INDEPENDENT CLAIMS	3-3		x \$39.00	
		ASSIGNMENT FEE	\$40.00	\$
		TOTAL FILING FEE		\$ 345.00



A CHECK IN THE AMOUNT OF \$345.00 TO COVER THE FILING FEE IS
ENCLOSED.

MARK C. JACOBS, ESQ.
ATTORNEY OF RECORD

Applicant or Patentee: Francis Bienville
Serial or Patent No.:
Filed or Issued:
Title: Emergency Battery Charging System

Attorney's
Docket No.: 1563

VERIFIED STATEMENT (DECLARATION) CLAIMING SMALL ENTITY STATUS
(37 CFR 1.9 (f) & 1.27 (b)) -- INDEPENDENT INVENTOR

As a below named inventor, I hereby declare that I qualify as an independent inventor as defined in 37 CFR 1.9(c) for purposes of paying reduced fees to the Patent and Trademark Office regarding the invention entitled Emergency Battery Charging System described in:

X the specification filed herewith.
 application serial number _____, filed _____.
 patent number _____, issued _____.

I have not assigned, granted, conveyed or licensed and am under no obligation under contract or law to assign, grant, convey or license, any rights in the invention to any person who would not qualify as an independent inventor under 37 CFR 1.9(c) if that person had made the invention, or to any concern which would not qualify as a small business concern under 37 CFR 1.9(d) or a nonprofit organization under 37 CFR 1.9(e).

Each person, concern or organization to which I have assigned, granted, conveyed, or licensed or am under an obligation under contract or law to assign, grant, convey, or license any rights in the invention is listed below:*

X No such person, concern or organization
Persons, concerns or organizations listed below*

*Note: Separate verified statements are required from each named person, concern or organization having rights to the invention averring to their status as small entities. (37 CFR 1.27)

NAME _____
ADDRESS _____
____ INDIVIDUAL ____ SMALL BUSINESS CONCERN ____ NONPROFIT ORGANIZATION
NAME _____
ADDRESS _____
____ INDIVIDUAL ____ SMALL BUSINESS CONCERN ____ NONPROFIT ORGANIZATION
NAME _____
ADDRESS _____
____ INDIVIDUAL ____ SMALL BUSINESS CONCERN ____ NONPROFIT ORGANIZATION

I acknowledge the duty to file, in this application or patent, notification of any change in status resulting in loss of entitlement to small entity status prior to paying, or at the time of paying, the earliest of the issue fee or any maintenance fee due after the date on which status as a small entity is no longer appropriate. (37 CFR 1.28(b))

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application, any patent issuing thereon, or any patent to which this verified statement is directed.

Francis Bienville

NAME OF INVENTOR

NAME OF INVENTOR

NAME OF INVENTOR

Francis Bissell
Signature of inventor
9-6-2000
Date

Franklin Bivens
Signature of Inventor
9-6-2000
Date

Signature of inventor
26-2000
Date

1 **TITLE OF THE INVENTION: EMERGENCY BATTERY CHARGING SYSTEM**

2 **FIELD OF THE INVENTION**

3 This application pertains to a battery charging system
4 that utilizes a pedal powered flywheel for the generation of
5 electricity to power a battery charger.

6 **BACKGROUND OF THE INVENTION**

7 In this the year of Y2K with the world facing a mystery
8 as to whether the power grid will deliver power as needed,
9 there has arisen great worry concerning the availability of
10 power. Such worries have arisen in all of big city, small
11 town, and in rural America. It is an object therefore of this
12 invention to provide a bicycle powered battery charger.

13 It is another object to provide a flywheel operated
14 battery charger that is pedal powered.

15 It is a further object to provide a battery charging
16 system that is portable.

17 It is a still further object to provide an emergency
18 battery charging system that is easy to setup and operate.

19 It is yet another object to provide an emergency battery
20 charging system for batteries such as marine batteries that can
21 provide the needs to power a small household or parts thereof
22 during the times of natural disasters when normal power is
23 interrupted.

24 Other objects of the invention will in part be obvious and
25 will in part appear hereinafter.

26 The invention accordingly comprises the apparatus
27 possessing the features properties and the relation of
28 components which are exemplified in the following detailed
29 disclosure and the scope of the application of which will be
30 indicated in the appended claims.

31 For a fuller understanding of the nature and objects of
32 the invention reference should be made to the following
33 detailed description, taken in conjunction with the
34 accompanying drawings.

BRIEF DESCRIPTION OF THE FIGURES

FIG. 1 is a diagrammatic view that illustrates the procedure of this invention.

FIG. 2 is a perspective view of the components forming the apparatus of this invention.

FIG. 3 is an elevational view of the interior of the housing of the flywheel wherein the fixed magnets are located.

FIG. 4 is an external perspective view of the housing of the flywheel showing a first embodiment of the connection to the intermediate derailleur.

FIG. 5 is an external perspective view of the housing of the flywheel showing a second embodiment of the connection to the intermediate derailleur.

FIG. 6 is a top plan view of a portion of the instant invention.

FIG. 7 is a view similar to Figure 6 but of an alternate embodiment of the same portion of the invention.

FIG. 8 is a perspective view of a support for the apparatus of this invention.

FIG. 9 is a perspective view of the support seen in FIG. 1 and which forms part of this invention.

FIG. 10 is perspective view of one of the cradles used to raise the front wheel off the ground to permit rotation thereof.

SUMMARY OF THE INVENTION

A bicycle pedal powered flywheel generator that generates electricity for charging batteries to be used in emergency times of natural disaster for the provision of DC power to a household. A bicycle rear wheel derailleur, the intermediate derailleur is connected to both the front derailleur of a bicycle and to a rear derailleur or hub which in turn is connected to a rotatable flywheel having fixed spaced magnets thereon. When the rotatable flywheel rotates in close proximity to a fixed wheel also having similarly spaced magnets, a current is induced in accordance with principles established by Michael Farraday. This induced current is passed to a battery charger of a conventional nature to charge up marine 36 volt batteries. The connection from the rear derailleur to the flywheel is preferably external of the housing for the flywheel. Both the front wheel and the intermediate derailleur are supported off the ground to permit the front wheel to rotate yet stay stationary, and to balance the rear of the apparatus for stability.

DESCRIPTION OF THE PREFERRED EMBODIMENT

The invention is best depicted in FIGURE 1 wherein the various components of the apparatus are seen diagrammatically. Thus a bicycle 11 having a one-way chain is connected to a flywheel generator, often called a dynamo, 51 which when activated generates DC power 61. Power 61 is fed to the battery charger 71, having an overcharge protection circuit, 72, therein and also containing a one-way gate switch 90 such that current can only flow one way into the batteries 92 and 91 such that when fully charged the battery charger shuts off.

Reference is now made to FIGURE 2, for the details of this invention. Here is seen a bicycle 11 which includes a saddle or seat 12 for the rider to sit on. Bike 11 also includes a set of opposed pedals 13 each connected to a crank arm 15, interconnected in a conventional manner to a front derailleur 22. The derailleur 22 carries a chain 19 which engages an intermediate rear derailleur 26 having a centrally disposed first hub 23 concentrically mounted therein. A pair of vertical stabilizers 17, one on each side supports first hub 23. A horizontal connector member 18, joins the two vertical stabilizers 17.

The bike also includes a front axle 24, which carries the front wheel 12. Front wheel 12 may be raised off the ground by the placement of cradles 14 under axle 24, to permit the front wheel to rotate yet stay in a stationary location. Cradles 14 may be attached as by bolting to platform 43. Other common bicycle components such as front fork 37, seat 38 and handlebar set 39 are all present as being conventional parts of a bicycle, among others such as rear frame members 48, with their hub cleat mountings 49 which may be shown, but play no role in the invention of this application other than being used for their normal intended purpose. For this reason they need not be discussed. See Figure 2 and Figure 6.

Reference is also made to FIGURE 9 wherein the roller bearing yoke 20 at the top of each stabilizer 17 is seen. Hub 23 extends on each side to sit in the roller bearing containing yoke, such that the rear of the apparatus is given stability, yet the hub 23 of the intermediate derailleur can freely

1 rotate.

2 A belt 25 is disposed between first hub 23 and a
3 rearwardly disposed second hub 35. Circumscribing and mounted
4 on this second hub 35 is a fly wheel 51. Fly wheel 51 is a
5 solid plastic wheel of approximately 2 to 3 feet in diameter,
6 having a series of spaced fixed magnets 53 therein disposed in
7 a circle around the periphery. As is known this rotates
8 relative to a fixed wheel 55 having similarly spaced magnets
9 56, and seen in FIGURE 3.

10 Housing 54, seen in its entirety in FIGURES 4 and 5, is
11 a structure sized slightly larger than the fixed wheel of the
12 flywheel also known as a dynamo 51. Housing 54 includes a pair
13 of spaced sidewalls 54A and B, a top wall 54T, and a rear wall
14 54D. A horizontal connector bar 54H located at ground level
15 connects the two sidewalls 54A, 54B. The front opening 54J
16 permits access to the moving wheel and the fixed one as well
17 as may be needed.

18 In order to stabilize the front wheel to prevent side to
19 side movement and to permit it to rotate freely during pedaling
20 action, (though rotation is not related to pedaling speed) it
21 is suggested that the front wheel be raised off the ground or
22 off the platform as will be discussed infra. The cradles 14,
23 seen in both Figure 2 and in Figure 10 serve this function.
24 Each cradle 14 has a pair of upwardly converging legs. The
25 legs are connected at their widest end (the bottom) by a
26 horizontal connector 15B. A roller bearing containing yoke 16
27 receives an extended axle 24 on each side of the wheel 12, -
28 Figure 2 - to raise the front wheel off the ground and
29 stabilize it against side to side movement. Each cradle may
30 be mounted directly to the platform, 43 as by bolting, or to
31 one of alignment members 48 if such are employed, as by also
32 being bolted thereto. Whether the front wheel is raised or not,
33 has no bearing on the operation of this apparatus.

34 The housing shown in Figures 4 and 5 is the same housing
35 and is also labeled 54. Attached to at least one side of the
36 housing 54 is an L-shaped bracket, 44 which has an upstanding
37 portion 44A and a horizontal portion 44B. Bolts or screw 46
38 connect the bracket 44 to the housing side wall 54A, through

1 suitable apertures 45, not seen. The apertures 45 that are
2 seen in Figure 4 are for connection to the platform discussed
3 in detail in Figure 8. Such a bracket 44 is also included with
4 the embodiment of the housing shown in Figure 5, but need not
5 be discussed. Further details about the housing only need not
6 be provided as they are the same. The differences in the two
7 figures are the elements attached thereto on the outside of the
8 structure, such as hub 35 which will be discussed infra, in the
9 section dealing with Power Creation.

10 The housing 54, as seen in Figure 4, but shown in cutaway
11 in Figure 2, holds the dynamo 51 which includes a rotating
12 wheel to be discussed infra, and a fixed plastic or nonferrous
13 wheel 55 having a series of spaced magnets 56 disposed around
14 the interior facing wall of wheel 55. A cradle 56 disposed
15 within housing 54 rigidly holds wheel 54 in place. Cradle 58
16 can be of any suitable configuration and is considered to be
17 conventional. See Figure 3.

18 The magnets may be surface mounted or disposed within the
19 case of the fixed wheel as is known in the art. A pair of
20 electrical leads 57 are mounted in conventional fashion to
21 carry the induced current from the dynamo 51.

22 The dynamo or generator 51 depicted in this invention is
23 a direct current or DC generator since the conductors rotate
24 in a stationary magnetic field.

25 In Figure 2 which shows the housing 54 in a cutaway view,
26 the reader can see the rotating wheel 52 mounted on hub 35.
27 Wheel 52 is of the same diameter as fixed wheel 55 and contains
28 a similar spaced array of magnets 53. When wheel 52 rotates,
29 the magnets disposed therein pass in close proximity to the
30 magnets in the fixed wheel to induce an electric current.

31 The design and operation of such dynamos is well
32 understood by those familiar with electrical circuits and
33 indeed dynamos per se form part of the prior art. It is the
34 operation and use of the dynamo that forms the crux of this
35 invention.

36 Flywheels of this type of construction are conventionally
37 known. Thus further details of flywheels need not be set
38 forth. DC power 61 generated by the pedaling of a cyclist who

1 operates the flywheel 51, is carried by wiring 62 from the
2 flywheel 51 to the battery charger 71, for charging batteries
3 92, as shown in Figure 1.

4 The reader is now directed to Figure 8. Here, an overall
5 support 40, for the apparatus of this invention is shown. This
6 support is intended to provide stability to the apparatus
7 during periods of use. The support 40 includes front and rear
8 spaced walls 41, which may be 2 x 4 or 2 x 6 boards; and spaced
9 side walls 42, which also would be similarly sized. A platform
10 43, such as a plywood sheet, is screwed, nailed or otherwise
11 attached to the walls spaced up from the ground.

12 At least one L-shaped bracket 44, similar to the ones
13 depicted in Figures 4 and 5 is seen at the proximal end of the
14 platform. Here the bracket 44 is shown bolted or screwed to
15 the platform 43 by elements 46. Apertures 45 are for similar
16 connectors to be used to attach the bracket to the housing 54
17 for stability. At the distal end of the platform are a pair
18 of optional upstanding spaced alignment members 48 which may
19 be 2x4 or 2x6 inch boards. The positioning of these if
20 employed is in abutment to each side of the front wheel, to
21 keep the front wheel from turning side to side. Prevention of
22 front wheel sway may also be achieved via the use of the
23 cradles 14 discussed supra wherein a different purpose is
24 recited, which cradles are as noted, mounted on the top of the
25 alignment members, if the members are employed or by placing
26 the cradles on a flat surface, or preferably mounting the
27 cradles to a support such as platform 43.

28 *****

29 Suitable batteries to be charged in this fashion are lead
30 acid 12 volt cells, such as are used in automobiles.

31 Marine batteries which are 6 or 12 volt lead acid
32 batteries shaped similar to an automobile battery, are able to
33 deliver more power than a car battery, such as for a motor
34 home, houseboat or when used in a plurality to operate all or
35 part of the appliances of a small home. Marine batteries are
36 available from various vendors in the marketplace.

37 An overcharge protection circuit 72, known to the art, can
38 optionally be included to prevent overcharging of the

batteries. Such a circuit is highly recommended.

In order to prevent electrical back flow these relatively strong heavy-duty batteries, a one way gate switch to permit current to only flow to the batteries should be incorporated in the circuitry.

Power Creation

The discussion now turns to Power Creation. When the rider, not seen, rotates the pedals 13 of bicycle 11, chain 19 rotates around the intermediate derailleur 26, located at the rear of front derailleur 22. See Figure 2. A hub 23 is disposed for rotation through the center of intermediate derailleur 26 and extends laterally outward therefrom. See Figure 6. A second hub 35 is disposed through wall 54A and retained in a bearing 27 in said housing wall. A belt 25 configured as an endless loop is mounted with tension such that rotation of the intermediate hub will translate motion to the rear hub such that it will rotate.

In Figure 5 an alternate connection between the intermediate hub and the rear hub of the dynamo 51 is seen. Here a toothed rear derailleur 29 mounted on the hub 35, which hub is retained in a bearing, again 27 is employed. A second chain 30 forms an endless loop between intermediate 23 and the rear derailleur 27. Reference is also made to Figure 7. For such an embodiment hub 23 would be replaced by a toothed hub 31 as shown in Figure 7. Teeth 32 would then engage chain 30 in a conventional manner.

1 By use of the battery charging apparatus of this
2 invention, it is believed that a heavy duty battery could be
3 charged by a cyclist in about 30 minutes. Since the rotating
4 wheel is directly linked to the intermediate hub, if the
5 cyclist were to stop pedaling, the rotating wheel of the dynamo
6 would stop rotating.

7 Therefore to permit the cyclist to rest from time to time,
8 it is recommended that a conventional coaster clutch 36 as
9 found in bicycles be incorporated into the intermediate hub
10 such that it will continue to rotate, thus cover the movable
11 wheel to rotate even though the chain 19 is not moving while
12 the cyclist is at rest. Such coaster clutches are made by
13 Shimano among others and are available in the marketplace
14 prebuilt into hubs.

15 It is seen that I have disclosed an emergency battery
16 charging system that can employ mostly during times of natural
17 disaster; i.e., hurricanes, after typhoons and other storms,
18 but on a continual basis in underdeveloped countries where
19 electricity from a central source is not delivered to each
20 household.

21 Since certain changes may be made in the described
22 apparatus without departing from the scope of the invention
23 herein involved, it is intended that all matter contained in
24 the above description and shown in the accompanying drawings
25 shall be interpreted as illustrative and not in a limiting
26 sense

1 I Claim:

2 1. A process for recharging batteries which comprises:

3 (a) coupling a dynamo to the intermediate hub of a
4 bicycle, which bicycle also has a front axle to which is
5 mounted a front wheel, a front derailleur, and an
6 interconnected crank and set of pedals attached in conventional
7 fashion, said front derailleur being operatively connected to
8 said intermediate hub;

9 said dynamo having a fixed wheel containing a series of
10 spaced periphery mounted magnets, and a rotatable wheel also
11 having a similar series of periphery mounted magnets in close
12 proximity, said coupling being to the rotatable wheel,

13 whereby pedaling of the bicycle causes the intermediate
14 hub to rotate, and simultaneously said dynamo's rotatable wheel
15 to rotate and to produce a current,

16 (b) conducting said current to a battery charger
17 having one or more batteries therein,

18 (c) charging the one or more batteries in said
19 charger.

20 2. The process of claim 1 further including preventing
21 a back flow of current from the batteries to the dynamo.

22 3. The process of claim 1 also including the step of
23 preventing the overcharge of said batteries.

24 4. A bicycle powered battery charging system for use
25 during times when electrical power is not being delivered which
26 system comprises:

27 (a) a bicycle comprising a seat for a rider, a front
28 derailleur interconnected to a crank and pedal set, said
29 bicycle also having a rear derailleur mounted on an
30 intermediate hub and a front wheel,

31 (b) a dynamo comprising a housing having a fixed
32 wheel, said fixed wheel having a series of peripherally mounted
33 spaced magnets; and said dynamo also having a rotatable wheel
34 having a similar set of periphery mounted spaced magnets, the
35 two wheels being in close proximity and the respective magnets
36 facing each other, said rotatable wheel being mounted on a rear
37 hub,

38 (c) means for operatively interconnecting said rear

1 hub to said intermediate hub,

2 (d) a battery charge electrically connected to said
3 dynamo.

4 5. The battery charging system of claim 4 wherein the
5 means for operatively interconnecting said rear hub to said
6 intermediate hub is a chain.

7 6. The battery charging system of claim 4 wherein the
8 means for operatively interconnecting said rear hub to said
9 intermediate hub is a continuous belt.

10 7. The battery charging system of claim 4 further
11 including a coaster clutch incorporated into the intermediate
12 hub.

13 8. The battery charging system of claim 7, further
14 including an overcharge protection circuit.

15 9. The battery charging system of claim 7 further
16 including a one-way gate switch to prevent power from returning
17 from the batteries to the generator.

18 10. A bicycle powered battery charging system for use
19 during times when electrical power is not being delivered which
20 system comprises:

21 (a) a bicycle comprising a seat for a rider, a front
22 derailleuer interconnected to a crank and pedal set, said
23 bicycle also having a rear derailleuer mounted on an
24 intermediate hub and a front wheel,

25 (b) a dynamo comprising a housing having a fixed
26 wheel, said fixed wheel having a series of peripherally mounted
27 spaced magnets; and said dynamo also having a rotatable wheel
28 having a similar set of periphery mounted spaced magnets, the
29 two wheels being in close proximity and the respective magnets
30 facing each other, said rotatable wheel being mounted on a rear
31 hub,

32 (c) means for operatively interconnecting said rear
33 hub to said intermediate hub,

34 (d) a battery charger electrically connected to said
35 dynamo, wherein the means for operatively interconnecting said
36 rear hub to said intermediate hub is selected from the group
37 consisting of a chain and a belt, and

38 (e) a coaster clutch incorporated into the

1 intermediate hub.

2 11. The battery charging system of claim 10, further
3 including both an overcharge protection circuit and a one-way
4 gate switch to prevent power from returning from the batteries
5 to the generator.

6 12. The charging system of claim 10 wherein the rear hub
7 is disposed in a bearing mounted in the housing.

8 13. The charging system of claim 4 including means for
9 supporting said front wheel off the ground in a fixed position.

10 14. The charging system of claim 4 further comprising a
11 support having a pair of spaced alignment members one on each
12 side of the front wheel.

13 15. The charging system of claim 14, including an L-shaped
14 plate to retain the dynamo housing in a fixed position.

ABSTRACT OF THE DISCLOSURE

A battery charging system that utilizes pedal power from a stationary cyclist, to rotate a hub which is connected by belt or chain to a dynamo. The dynamo has a hub which receives the chain or belt to permit rotation of the movable wheel thereof relative to a fixed wheel, both of which wheels house a series of magnets around their facing peripheries. Preferably a coaster clutch is found in the intermediate hub to permit the cyclist to rest periodically while the rotatable wheel of the dynamo continues to rotate thereby creating a DC current, suitable for the charging of a battery(is) electrically connected thereto. The front wheel is held off the ground by a pair of cradles to permit rotation during pedaling, while the intermediate derailleuer is held in a stabilizer for better balance.

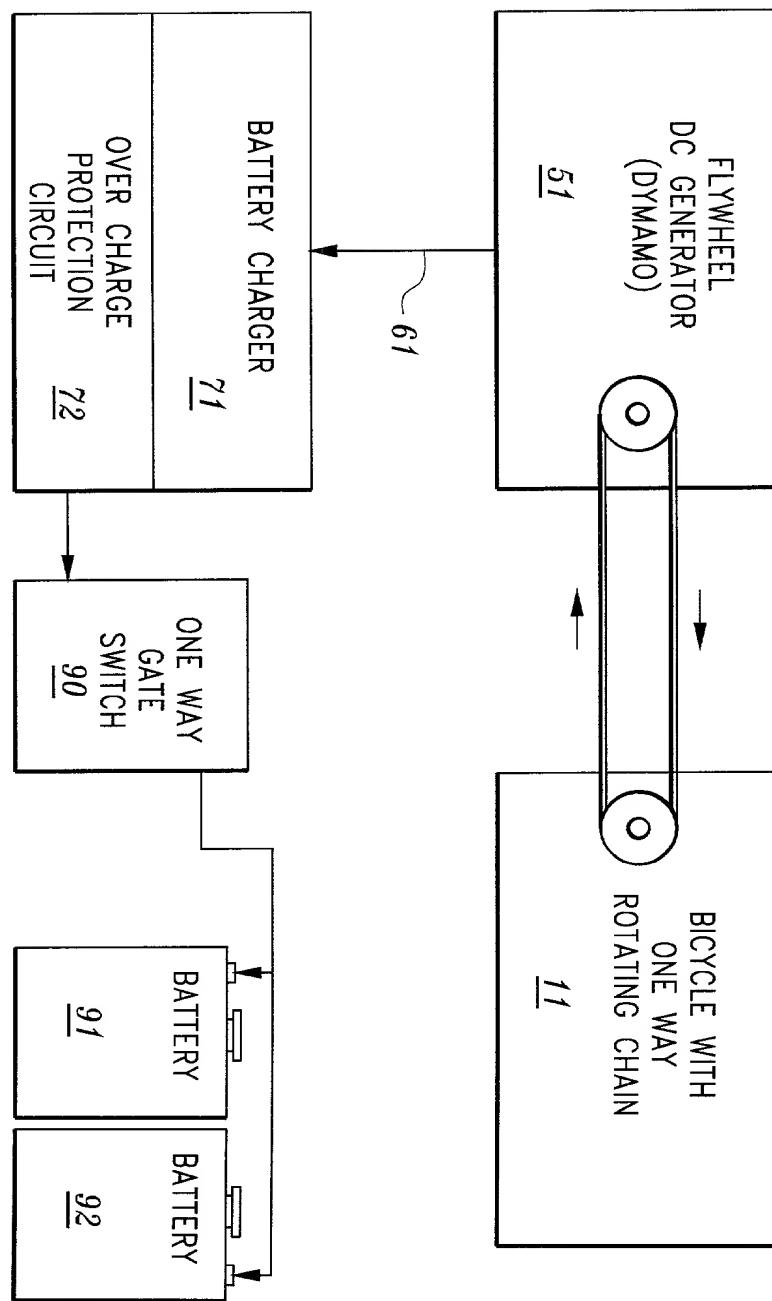
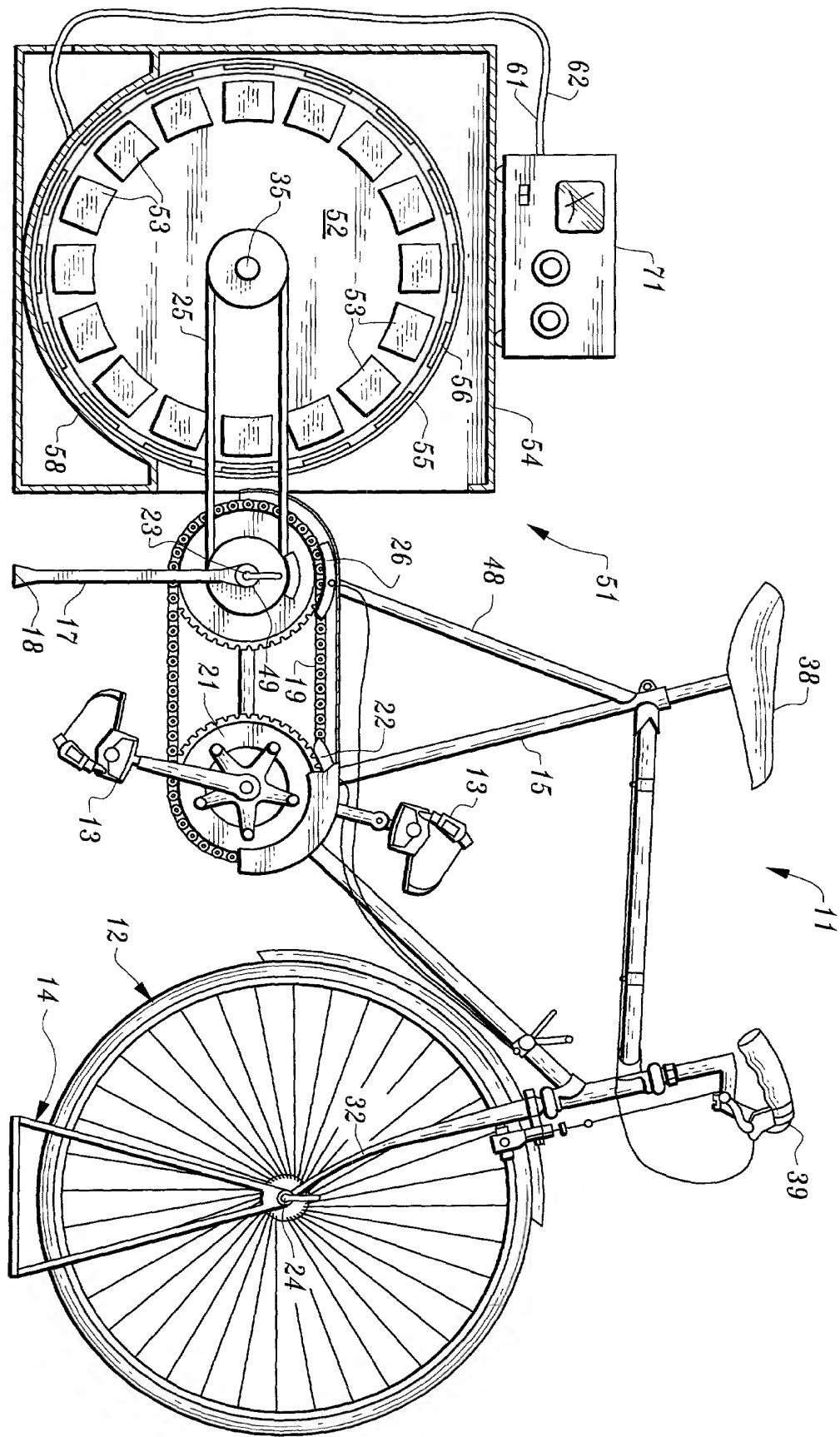


Fig. 1

Fig. 2



+

Fig. 3

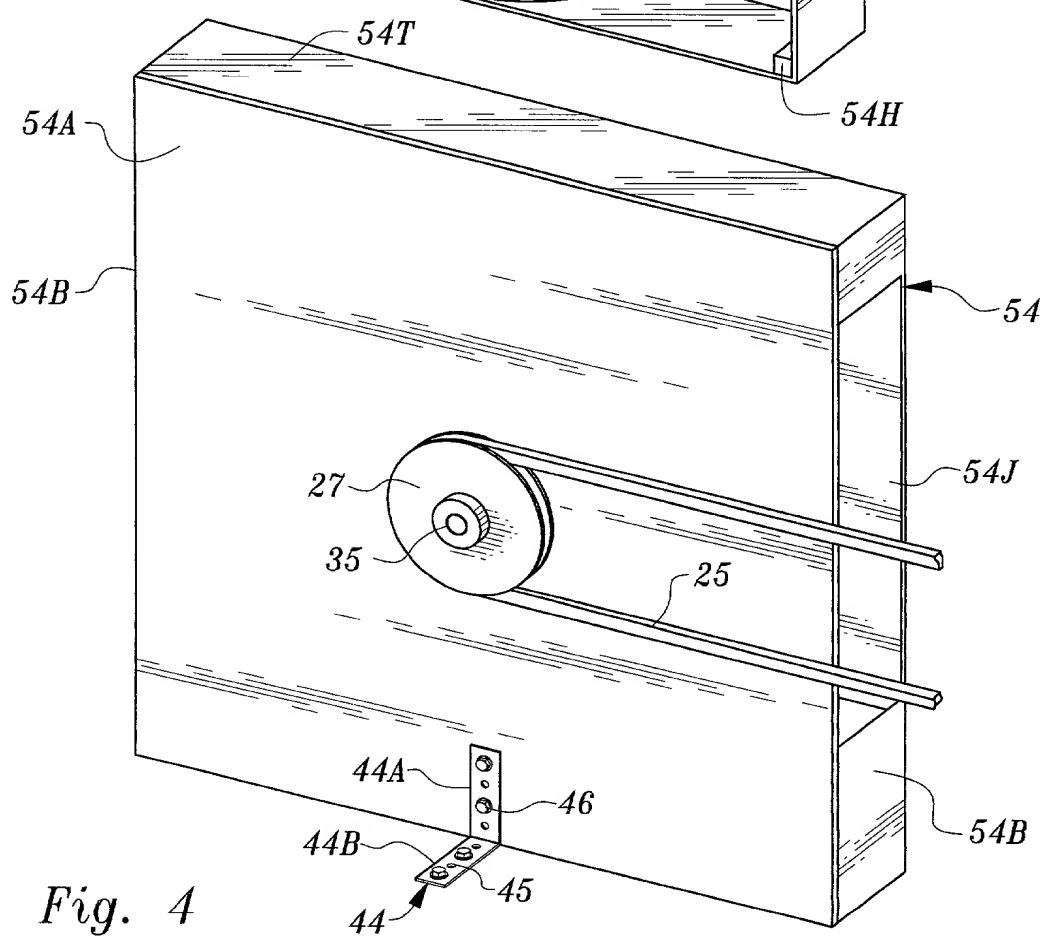
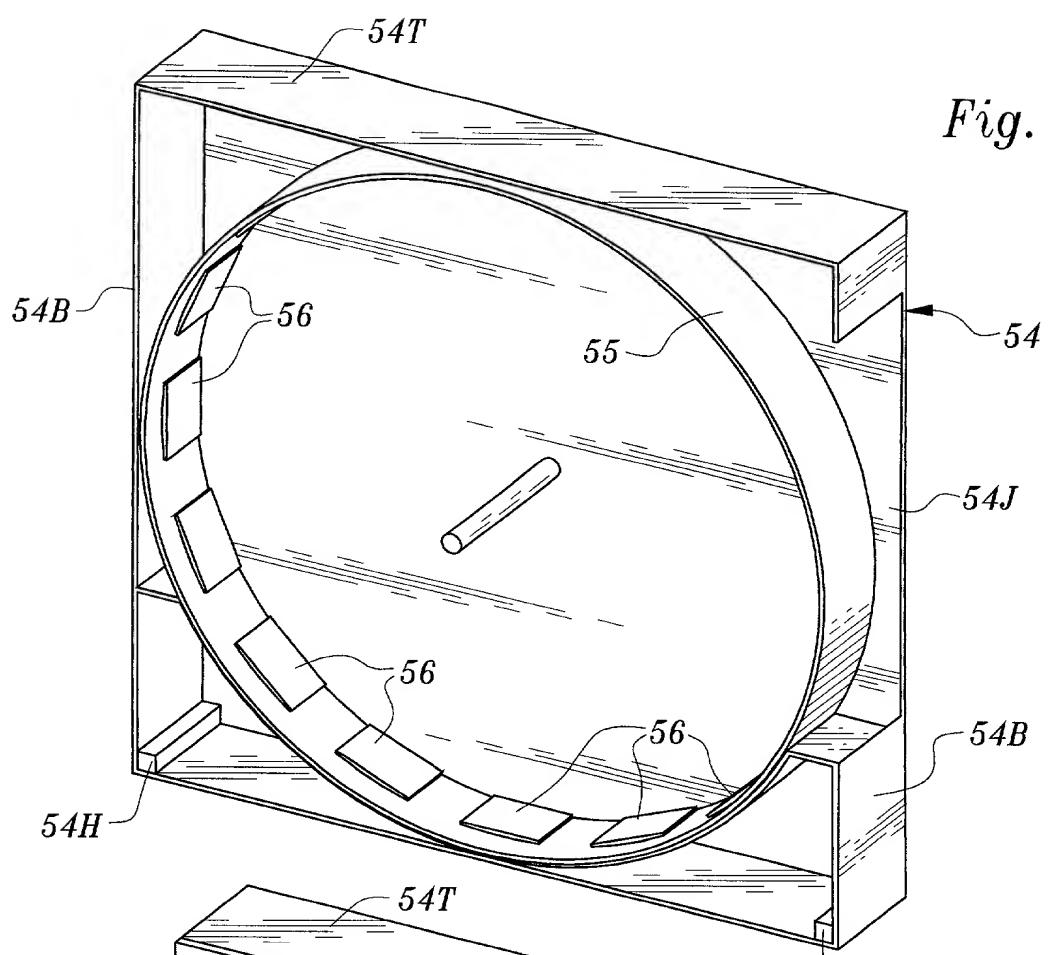


Fig. 4

+

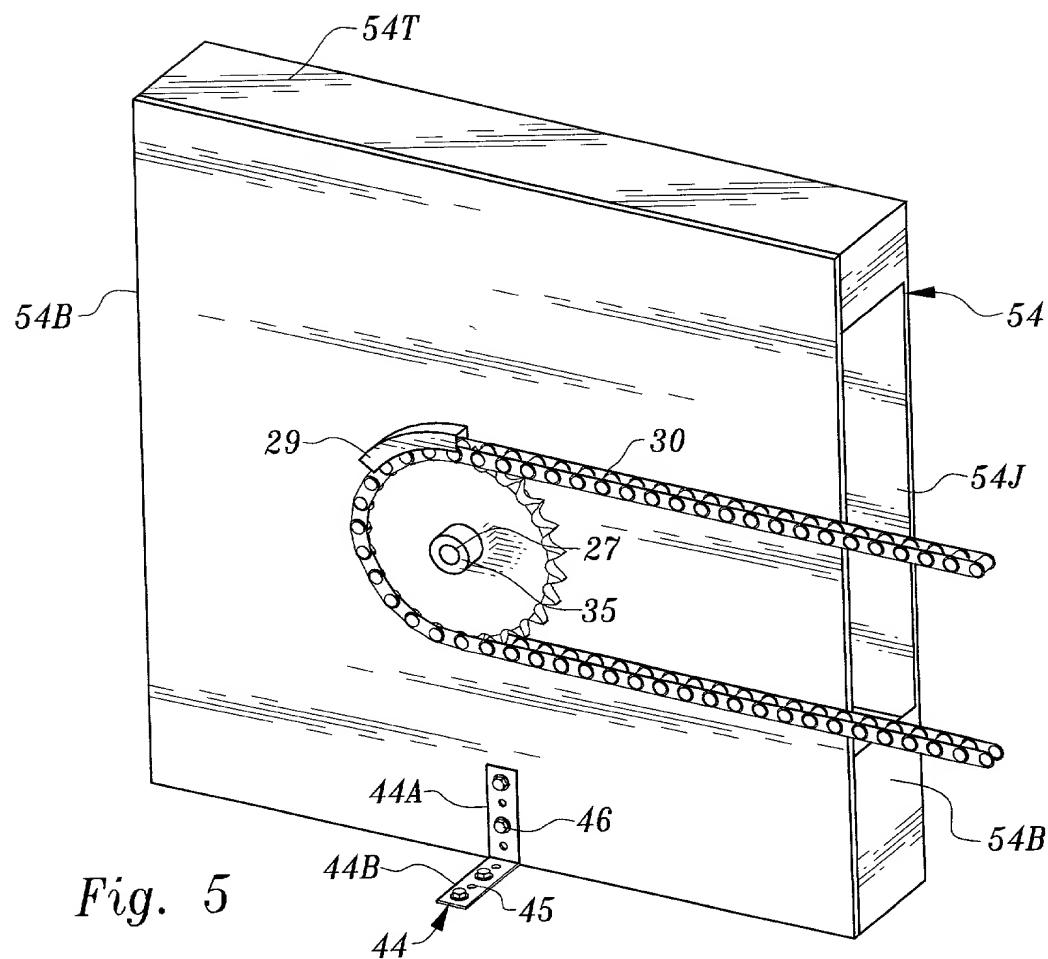


Fig. 5

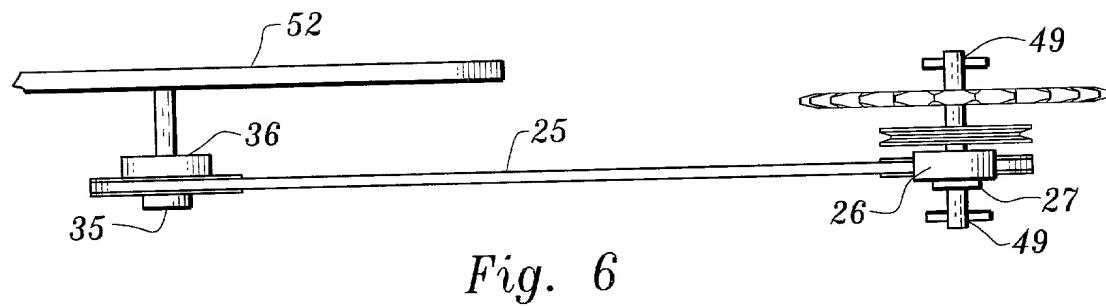


Fig. 6

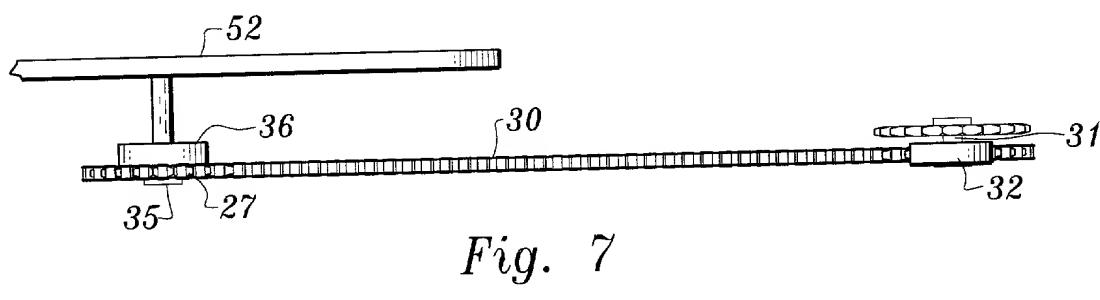


Fig. 7

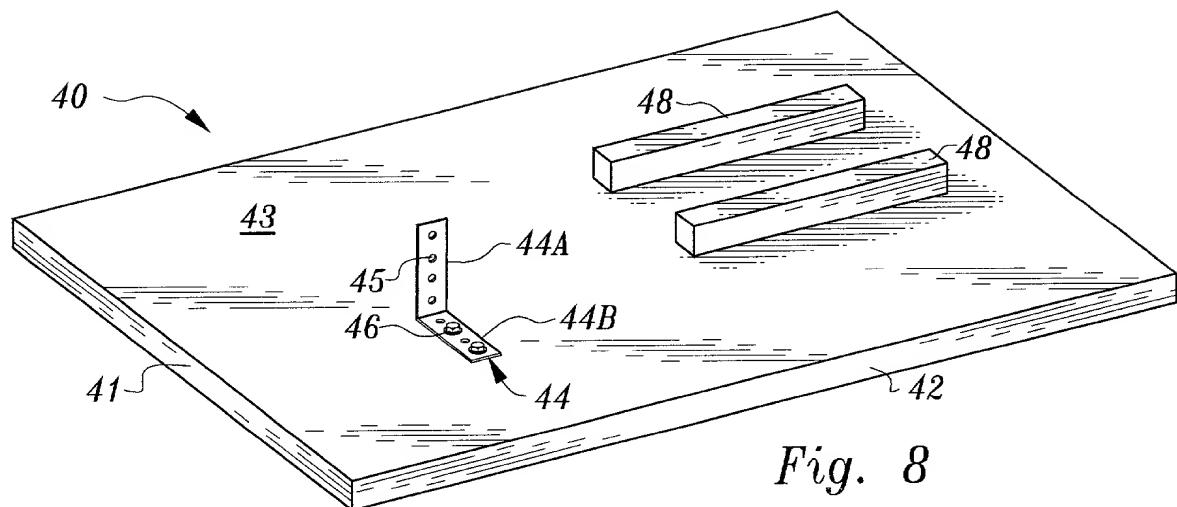


Fig. 8

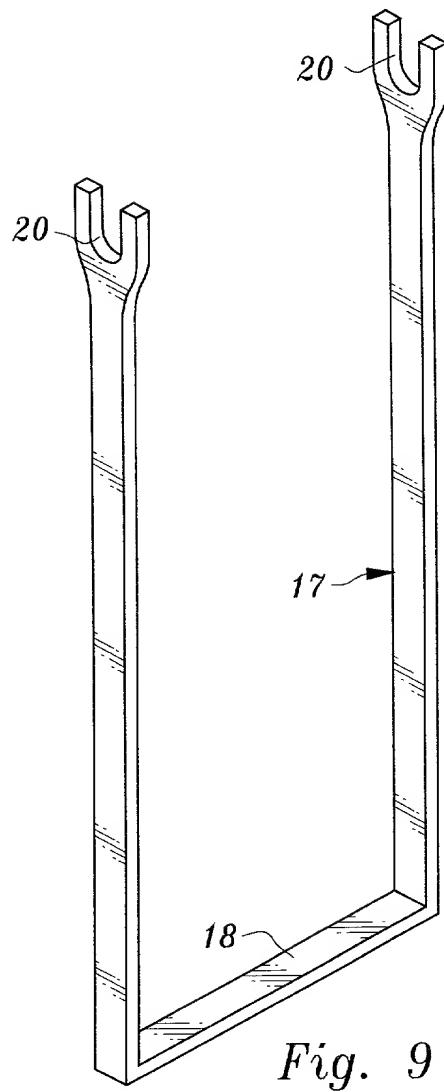


Fig. 9

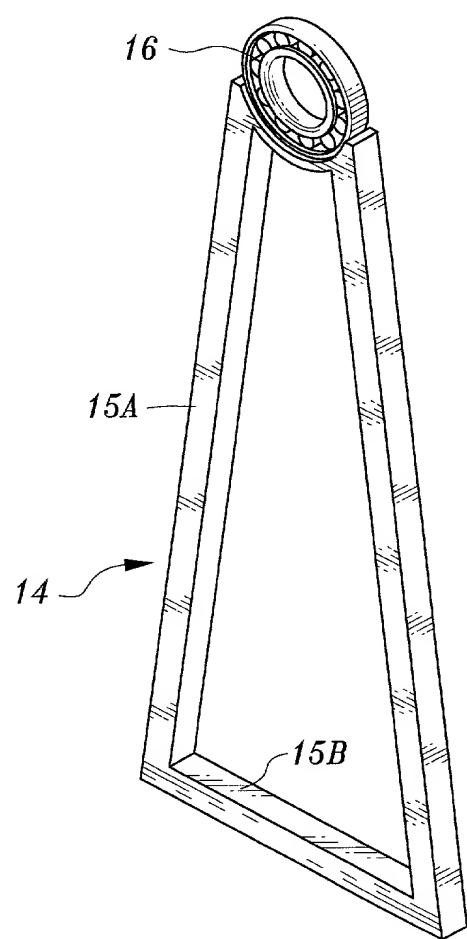


Fig. 10

1 COMBINED DECLARATION AND POWER OF ATTORNEY
2 IN ORIGINAL APPLICATION

3 ATTORNEY DOCKET NO. 1563

4 As a below named inventor I hereby declare that:
5 my residence, post office address and citizenship are as stated below
6 next to my name; that I verily believe that I am the original, first and
7 sole inventor (if only one name is listed below) or a joint inventor (if
8 plural inventors are name below) of the invention entitled:
9

Emergency Battery Charging System

10 described and claimed in the attached specification, that I have reviewed
11 and understand the contents of the attached specification, including the
12 claims, as amended by any amendment specifically referred to in the oath
13 or declaration; that I do not know and do not believe the same was ever
14 known or used in the United States of America before my or our invention
15 thereof, or patented or described in any printed publication in any country
16 before my or our invention thereof, or more than one year prior to this
17 application; that the same was not in public use or on sale in the United
18 States of America more than one year prior to this application, that the
19 invention has not been patented or made the subject of an inventor's
20 certificate issued before the date of this application in any country
21 foreign to the United States of America on an application filed by me or
22 my legal representatives or assigns more than twelve months prior to this
23 application that I acknowledge my duty to disclose information of which I
24 am aware which is material to the examination of this application in
25 accordance with § 1.56(a), and that no application for patent or inventor's
26 certificate on this invention has been filed in any country foreign to the
27 United States of America prior to this application by me or my legal
28 representatives or assigns, except as follows: NONE

29 I hereby appoint the following attorney(s) and/or agents(s) to
30 prosecute this application and to transact all business in the Patent and
31 Trademark Office connected therewith:

32 Mark C. Jacobs, Esq. Registration No. 24043
33 3033 El Camino Avenue Sacramento, California 95821
34 Address all telephone calls to Mark C. Jacobs, Esq.
35 at Telephone No. (916) 485-5000
36 Address all correspondence to Mark C. Jacobs, Esq.
37 3033 El Camino Avenue Sacramento, California 95821

38 I hereby declare that all statements made herein of my own knowledge
39 are true and that all statements made on information and belief are
40 believed to be true; and further that these statements were made with the
41 knowledge that willful false statements and the like so made are punishable
42 by fine or imprisonment, or both, under Section 1001 of Title 18 of the
43 United States Code and that such willful false statements may jeopardize
44 the validity of the application or any patent issued thereon.

45 Full Name of Sole or First Inventor Inventor's Signature Date
46 Francis Bienville Francis Bienville

47 Residence Citizenship
48 P.O. Box 7083 Torrance, CA 90504-0983 U.S.A.

49 Post Office Address
50 P.O. Box 7083 Torrance, CA 90504-0983

51 Full Name of Second Joint Inventor, If Any Inventor's Signature Date

52 Residence Citizenship
53 Home address at 4312 180th Torrance 90504
54 Post Office Address